maintenance works were actually being done. Nor could the public know how the allotment was being spent. Government should investigate the matter.

A few bridges should be constructed on the Mamom river and also a bridge on the Azhur-Perumathura road and another on the Nagarur-Vamanapuram road.

The Public Works Department had removed a large quantity of earth from the paddy fields near the place called Kuzhiyanmoola about three furlongs from Kavanasseri. These paddy fields had thus become entirely useless for cultivation. The department had also closed up a sluice which was in existence at this place and opened another on the bank of the paddy field in S. No. 2410, which in consequence became unfit for cultivation. Such interferences with the rights of private owners should be made only after consulting them and the local public.

The foot-path from about the 1st mile of the Attingal-Chirayinkil road to the M. C. road had been closed by someone. It should be opened again and converted into a public road.

A First Class Magistrate's court should be established at Attingal. The Tahsildar, Chirayinkil, might be invested with a First Class Magistrate's powers.

A canal should be opened so as to benefit the Puravu *Elai* covering about 100 acres in the Koonthallur pakuthi.

The tanks and *chiras* in the Chirayinkil taluk which had become unfit for irrigation should be restored.

DEWAN'S REPLY: Mr. Kanda Kurp Kali Kurup, in regard to the difficulties of the people round about the Mamom river in lifting water for irrigation, the Director of Agriculture has promised to go there with a demonstration pump to show the people how water may be lifted. The question of bridges will also be considered.

As regards the investing of the Tahsildar, Chirayinkil, with First Class powers, the Land Revenue Commissioner was against Tahsildars being invested with magisterial functions while the Assembly was for investing Tahsildars with magisterial powers. Anyhow the matter will be considered.

In regard to communications, Chirayinkil taluk has 115 miles of road already opened, 2 miles are nearing completion and 6 miles more have been sanctioned for this year.

76. Needs of Chirayinkil.

MR. P. K. RAGHAVAN PILLAI (*Member, Chirayinkil taluk, Group II*) dealt with the following needs of the Chirayinkil taluk :—

The Pallikal-Velinalloor road should be converted into a cartable road. In reply to a representation on the subject made at the 22nd session of the Assembly, it was stated that an estimate was being prepared ; but nothing was done after that.

The road from the Varkala-Kallampalam road, 6th mile 2nd furlong, to the Varkala-Paripalli road, 3rd mile 2nd furlong, should be made

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cartable. This road would satisfy an urgent need of the pakuthies of Kovur, Panayara, Muttapalam etc.

A bridge should be constructed at the 28th mile, 4th furlong, of the Varkala canal and a road should be opened between Ayrur and Venkulam which should also be made cartable. The length of the road was only about 1½ miles.

The road from the Varkala *maidan* to the small tunnel should be made cartable up to Onnampalam along the river-side. Of these the portion between Onnampalam and Mukkaluvattam, that is about half a mile, was already being improved. The remaining portion extending to about 1 mile should also be improved. The distance from Onnampalam to Varkala which was at present 9 miles would, after the completion of this road, be reduced to 3 miles.

Government should take over for departmental maintenance the following two ryots' roads :—(*a*) from the 5th mile, 4th furlong, of the Varkala-Kallampalam road to near the Moongottu church on the Kollampuzha-Dalavapurom trace, and (*b*) the road connecting the Ayirur-Anchumurthi temple road with the Paravur-Chirakara road.

The construction of the Ayrur dam should be completed as soon as possible.

Two culverts should be constructed between the 2nd and the 3rd miles of the Varkala-Paripalli road. For want of these culverts traffic was very difficult on this road in the rainy season when the whole road and the surrounding areas would be under one sheet of water.

A road should be opened from Edava to Kappil without any delay.

A Stationary Magistrate's court should be established at Varkala. Formerly there was a Stationary Magistrate's Court at the place, which was unfortunately abolished by the late Dewan. But when abolishing the court, he himself gave the assurance that it will be re-established if it was found absolutely necessary to do so. The necessity for re-establishing the court was evident from the following facts. The magistrate's court at Attingal was now having a very heavy file. The total number of cases on the file in the current year bade fair to exceed a thousand. Seventy-five per cent of these came from Varkala. The convenience of the litigant public also justified the establishment of a court at Varkala. Of the five railway stations in the Chirayinkil taluk, four were within the limits of Varkala. It could be seen from this how much more easy it was for people to come to Varkala on the railway line than to go to Attingal in the far-off interior. Financially also, Government would not be at a loss by establishing a magistrate's court at Varkala. To take one instance, the Chilakur police were now spending about Rs. 185 per annum on account of travelling allowance etc. for getting remand of prisoners from the Attingal magistrate's court and about Rs. 135 per mensem for conducting prosecutions in the court. The cost of a magistrate's court would not far exceed this amount. If, however, none of these considerations was strong enough to justify the establishment of a magistrate's court at Varkala, the Additional Munsiff, Attingal,

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might be transferred to Varkala and be invested with magisterial powers, or in the alternative, the Attingal Munsiff might be invested with magisterial powers and the present magistrate's court at Attingal shifted to Varkala.

In conclusion, an anchal office, either departmental or non-departmental, should be established at Pallickal.

DEWAN'S REPLY: Mr. Raghavan Pillai, you know the subject of the conversion of Pallikal-Velinallur road into a cart road came up before the 22nd session of the Assembly when I advised the Chirayinkil representative not to abandon hope. The Chief Engineer has since then gone into the question and an estimate has been prepared and he has promised to send it up shortly to Government. The conversion of Gnekad-Puvankal road into a cart road is also under consideration. The estimate is about Rs. 7,000 including land acquisition. There is no doubt that the road, if opened—it is only a matter of four miles—will open up a rich and fertile country. Therefore the question of its construction merits consideration. Then you speak of the conversion of the Aiyrur-Venkulam road into a cart road. The Chief Engineer after examining the position says that there is already a road connection for Aiyrur and Nadayara and thence on to Venkulam. In that case the road you ask for is not an urgent necessity.

The member then represented that since the people were prohibited from crossing the river in ferries by the canal officer, they had to go about 11 miles by a circuitous route.

DEWAN: As for the assumption of the Vadasserikonam-Moongottu road the Chief Engineer will take the question up. The new roads that you want had better go before the Road Board. They are Varkala Paripalli road and Edava-Kappil road.

I will refer the subject of a Magistrate's Court at Varkala to the District Magistrate to see whether the state of affairs there is such as will justify the creation of a magistracy on the spot. I will refer the matter specially to the District Magistrate. I think it had a Magistrate's Court in 1097.

The question of the Anchal Office too, I will ask the Anchal Superintendent to take up.

77. Needs of Neduvankad.

MR. KANAKKU PARAMESVARAN PILLAI KESAVA PILLAI (*Member, Neduvankad taluk*) said that as the Public Works Department was over-burdened with work the charge of minor irrigation works should be entrusted to the Department of Agriculture. Committees should also be appointed in each taluk to prepare lists of the irrigation tanks in the taluk and to look after their improvement. Special funds should be allotted in each year's budget for this work. Where the tanks were reclaimed or converted by private owners, the trees planted should be removed and the tanks should be restored to their old condition.

A new bridge should be constructed to the east of the Aneekadavu. There was a wooden bridge at this place some time back but it broke down in a flood. The bridge should be reconstructed.

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